

30 December 1997



Aerospace Systems Security

**PROTECTION OF AIR FORCE WEAPONS
SYSTEMS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the HQ AFRC WWW site at: <http://www.afrc.af.mil> and the AFRCEPL (CD-ROM) published monthly.

OPR: 433 LSS/CC (Lt Col W. Maney)
Supersedes 433 MAWR 207-1, 26 January 1988

Certified by: 433 LG/CC (Col Thomas H. Wolff)
Pages: 2
Distribution: F

This instruction implements AFRPD 31-1, *Physical Security*. It outlines responsibilities and procedures necessary for the prevention of unauthorized entry into and subsequent movement of aircraft, and constitutes the 433d Airlift Wing (AW) Protection Plan. It applies to all 433 AW assigned Maintenance and Operations personnel.

SUMMARY OF REVISIONS

This revision realigns responsibilities (para 1.2 and 2.1), adds restricted area access procedures (para 3), and threatcon and contingency requirements (para 4). A (I) indicates revisions from the previous edition.

1. Responsibilities:

- 1.1. Supervisors. Supervisors, at all levels, will ensure all applicable personnel are briefed on the contents of this instruction.
- 1.2. Assigned and Attached Personnel. Each individual will be briefed concerning the current threat to aircraft, and understand their responsibilities and the procedures for reporting incidents.

2. Procedures:

- 2.1. Personnel will report any suspected unauthorized movement or attempt at movement of assigned aircraft to 433d Maintenance Aircraft Coordination Center (MACC) (433 LSS/LGL) or 433d Command Post (433 AW/CP) by the most expeditious means available (radio, telephone, or in person). When in doubt, notify MACC and 433 AW/CP.
- 2.2. If any activity is noted around unit aircraft which might be questionable or if unauthorized aircraft movement is noted, flight line personnel will immediately block the aircraft taxiway with any vehicle available and notify Job Control. The occupants of the vehicle used to block aircraft move-

ment will evacuate to a safe distance. Considerable discretion must be exercised when blocking aircraft movement because of the obvious hazard to personnel involved.

2.3. When notified of an unauthorized engine start or aircraft movement, MACC will immediately notify the Command Post and coordinate flight line efforts to immobilize the aircraft.

2.4. Flight chiefs will ensure MACC is notified of all aircraft engine starts and maintenance engine runs prior to engine start.

3. Restricted Area Access. The 433d AW flight line is a restricted area.

3.1. Personnel requiring entry to the restricted area will have a valid AF Form 1199, **Air Force Entry Control Badge**, in their possession.

3.2. Personnel without an AF Form 1199 will be escorted at all times while inside the restricted area.

3.3. Any individual or vehicle on the flight line who is not recognized as having a need to be there will be challenged. When required, immediately notify MCC or Command Post.

3.4. Free zones in the restricted area for contract work will be coordinated with the 433d Logistics Process Improvement office (433 LG/LGQ).

3.5. Free zones do not require an AF Form 1199.

4. Threatcons and Contingencies. All Wing assigned members may be routinely assigned to perform entry control point duties during threatcons or contingencies. When members are assigned to perform entry control duties, the following will apply:

4.1. Report to assigned post 10 minutes earlier than scheduled.

4.2. Check all personnel identifications as required by threatcon.

4.3. Report to 433 AW/CP, MACC, or Security Police any individual that has no identification.

PETER T. BENTLEY, Col, USAFR
Commander